

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

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SOURCE: 

1. The Reichsbahndirektion Cottbus has control over 324 locomotives of all types and sizes, of which, at present, 140 are awaiting repair or undergoing repair. The percentage of locomotives out of action, amounting to 43.2, is representative for the whole of the DDR. Percentages of deadlined engines vary from 40 to 50 percent in other Reichsbahndirektionen.
2. It is established that the total locomotive inventory, including Soviet strategic reserves, is 3500 engines.
3. The Reichsbahndirektion is forced by the Soviet Control Commission to maintain a reserve of 58 top-notch locomotives; these can not be used for ordinary Russian requirements, but only on direct order of the SCC. At present, most of the reserve is on a dead track at Bahnhof Klinge on the Cottbus-Forst Line. The locomotives not stationed at Klinge are scattered throughout Bahnbezirk Cottbus. A group of 30 of the 58 locomotives is known as column 10. The locomotives of column 10 are sometimes used to pull troop and reparations trains in transit traffic via Poland to Brest-Litovsk if no other engines can be provided by the railroad administration. However, a reserve of 12 engines is maintained at all times. The reserve pool is in good condition, but deterioration has started because the engines are stored outside for protracted periods.
4. One hundred twenty locomotives in East Germany are maintained as a strategic reserve under the supervision of Reichsbahndirektion Berlin. The locomotives, however, are physically maintained at Frankfurt/Oder.
5. The transit point into Poland for almost all Russian military traffic is Frankfurt/Oder, others are located at Greifswald, Pasewalk/Grambow/Stettin and Horka. The last is used for reparation trains only.
6. The following materials are needed in the East German locomotive repair program:

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- a. Seamless, heat resistant boiler tubing (Heizrohre)
  - b. Wheel rims, steel (Bandagen). Present wheel rims are so soft that reworking of them is necessary after two or three months' use. Ordinarily a wheel rim will last two to three years.
7. Breakdowns and deadlining of locomotives are also caused by failure of rubber parts, such as air and high pressure hoses. Replacement of these parts is difficult. If stock is obtained, it is usually of such poor quality that it lasts only for a very short time.
8. At intermediate inspections (Zwischenuntersuchung I3), for the past four months, it has become necessary to replace burned-out boiler tubes with old tubes on which new ends have been wedged. Thus failures of boiler tubes frequently delay traffic within the DDR. Since bearing metal is almost unobtainable, hot boxes are frequent on both locomotives and other rolling stock. The railroad directorate is also experiencing a shortage of sheet metals of all gauges. I.Z.2 steel of West German special alloy, which is highly heat resistant and rust-proof, is particularly scarce. The greatest shortage exists in sheets with the following dimensions: 12 x 3,000 x 6,000 millimeters. These sheets are needed to repair the fire boxes of Type 52 locomotives, produced by the Germans prior to 1945 but still much in use in East Germany. Many delays occur when fire boxes made out of copper sheeting have to be repaired. A new method has been developed whereby the upper half of the fire box is repaired with steel brazed to the lower half of the fire box; the latter is usually subject to less wear. This method, however, is not entirely successful as the bond between copper and steel breaks, particularly on high speed engines which are subjected to high temperature ranges.

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